



# DEPARTMENT OF CITY PLANNING

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**NOTICE THAT AN  
ENVIRONMENTAL IMPACT REPORT  
IS DETERMINED TO BE REQUIRED**

Date of this Notice: March 14, 1986

Lead Agency: City and County of San Francisco, Department of City Planning  
450 McAllister Street - 6th Floor, San Francisco, CA 94102

Agency Contact Person: Carol Roos

Telephone: (415) 558-5261

Project Title: 85.79E  
343 Sansome Street  
Office Building

Project Sponsor: Gerald D. Hines Interests

Project Contact Person: Susan Bayne Churchill

Project Address: 343 Sansome St., the northwest corner of Sacramento and Sansome Sts., west side of Sansome St. between Sacramento and Halleck Sts.  
Assessor's Block(s) and Lot(s): Lots 2, 24, 27 and 28 of Assessor's Block 239  
City and County: San Francisco

Project Description: Demolition of two buildings (the one-story 345 Sansome building and the four-story 525 Sacramento St. garage) and removal of north- and west-facing walls of the 343 Sansome St. building. Construction of a 26-story, 346-ft.-tall building incorporating a portion of 343 Sansome St. The project would contain about 341,500 sq. ft. of office space; 9,000 sq. ft. of retail; 5,400 sq. ft. of open space; 150 parking spaces; two freight and 3 to 4 van loading spaces. Requiring building permit (Building permit application no. 85117935).

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Please see attached Initial Study.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: March 24, 1986.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;  
2) a \$35.00 filing fee.

D  
REF  
711.4097  
T4129

*Barbara W. Sahm*  
Barbara W. Sahm, Environmental Review Officer



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initial study /  
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343 SANSOME STREET  
Initial Study  
85.79E

I. PROJECT DESCRIPTION

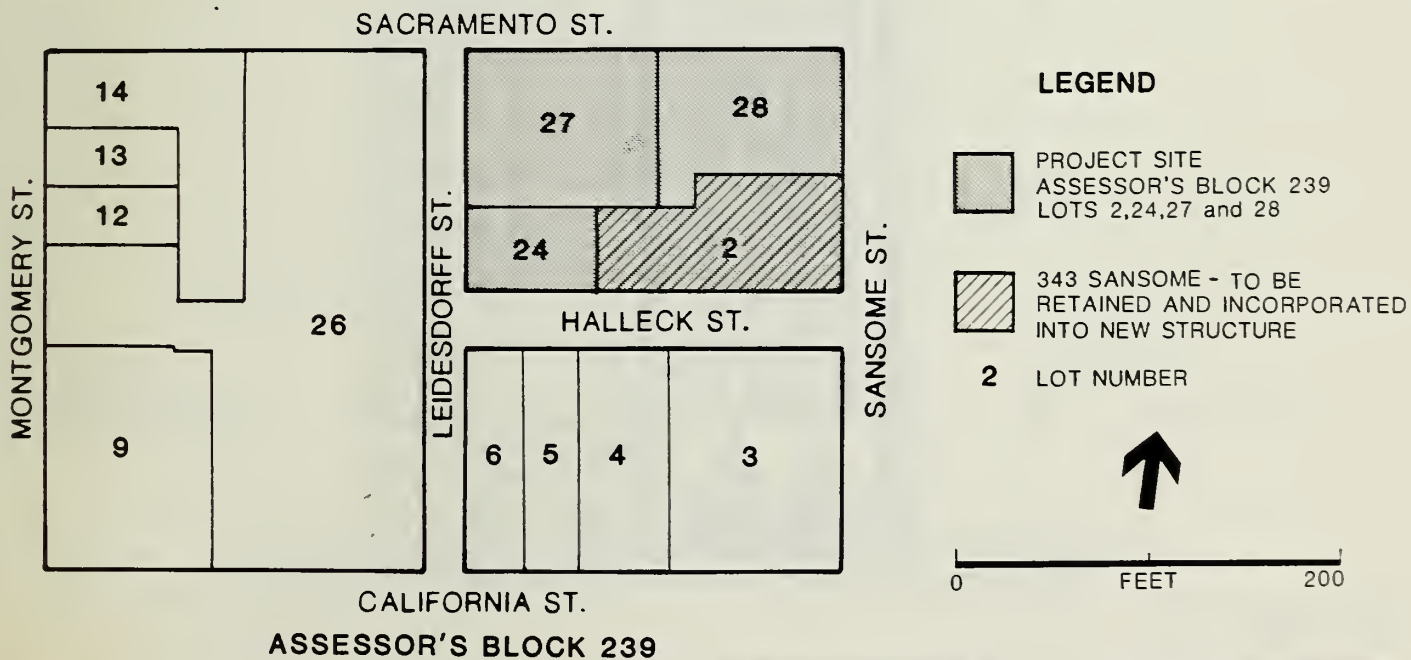
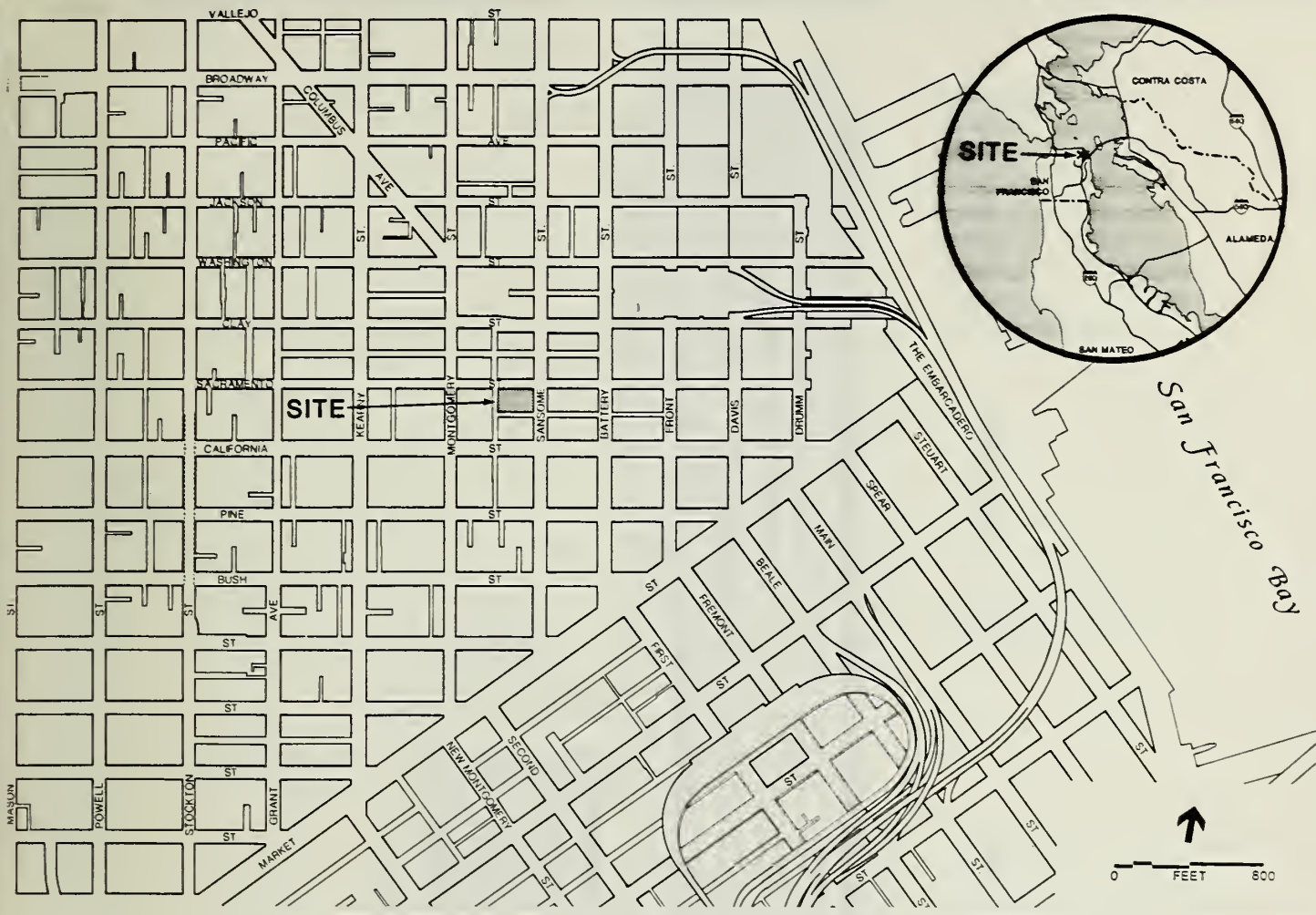
The proposed project would be the construction of a 26-story, 346-ft. tall, 347,700 gross sq. ft. (gsf) office and retail building, with parking, and incorporation of part of an existing 13-story building with 86,000 gsf office and retail for a total of 433,700 gsf. The site is bounded by Sansome, Sacramento, Leidesdorff and Halleck Sts. (see Figure 1, p. 2). As noted, the new building would incorporate the existing 343 Sansome St. building, designated Category I for architectural merit in the Downtown Plan; it would require the demolition of two buildings (345 Sansome and 525 Sacramento). The proposed building would be 330 ft. tall with a mechanical level extending about 16 ft. higher, for a total height of about 346 ft. (see Figure 2, p. 3). The ground floor would contain about 9,000 sq. ft. of retail uses, about 5,400 sq. ft. of open space and about 8,200 sq. ft. of circulation and loading area (two freight loading spaces with access from Halleck St.). Service vehicle loading and parking access would be by ramp from Halleck St. to three subsurface parking levels with about 150 parking stalls and up to four service vehicle loading spaces. Floors two through 25 of the building would contain about 341,500 sq. ft. of office space. The Floor Area Ratio (FAR) on the project site would be 14.3:1. The project proposes the use of about 126,390 sq. ft. of Transferred Development Rights (TDRs) from as-yet unidentified lots.

The project would remove portions of north- and west-facing exterior walls of the 343 Sansome St. building. This building would be connected to the new tower and seismically reinforced as required by the Building Code; TDR would not be applied to the lot containing the 343 Sansome St. building. The new building would abut the north and west sides of the 343 Sansome building. The new and old buildings would be structurally linked and floors would be continuous between the two buildings.

The project sponsor is Gerald D. Hines Interests. The project architect is John Burgee Associates, with Philip Johnson. Project plans are on file and available for public review at the Office of Environmental Review, Department of City Planning, 450 McAllister St., San Francisco.





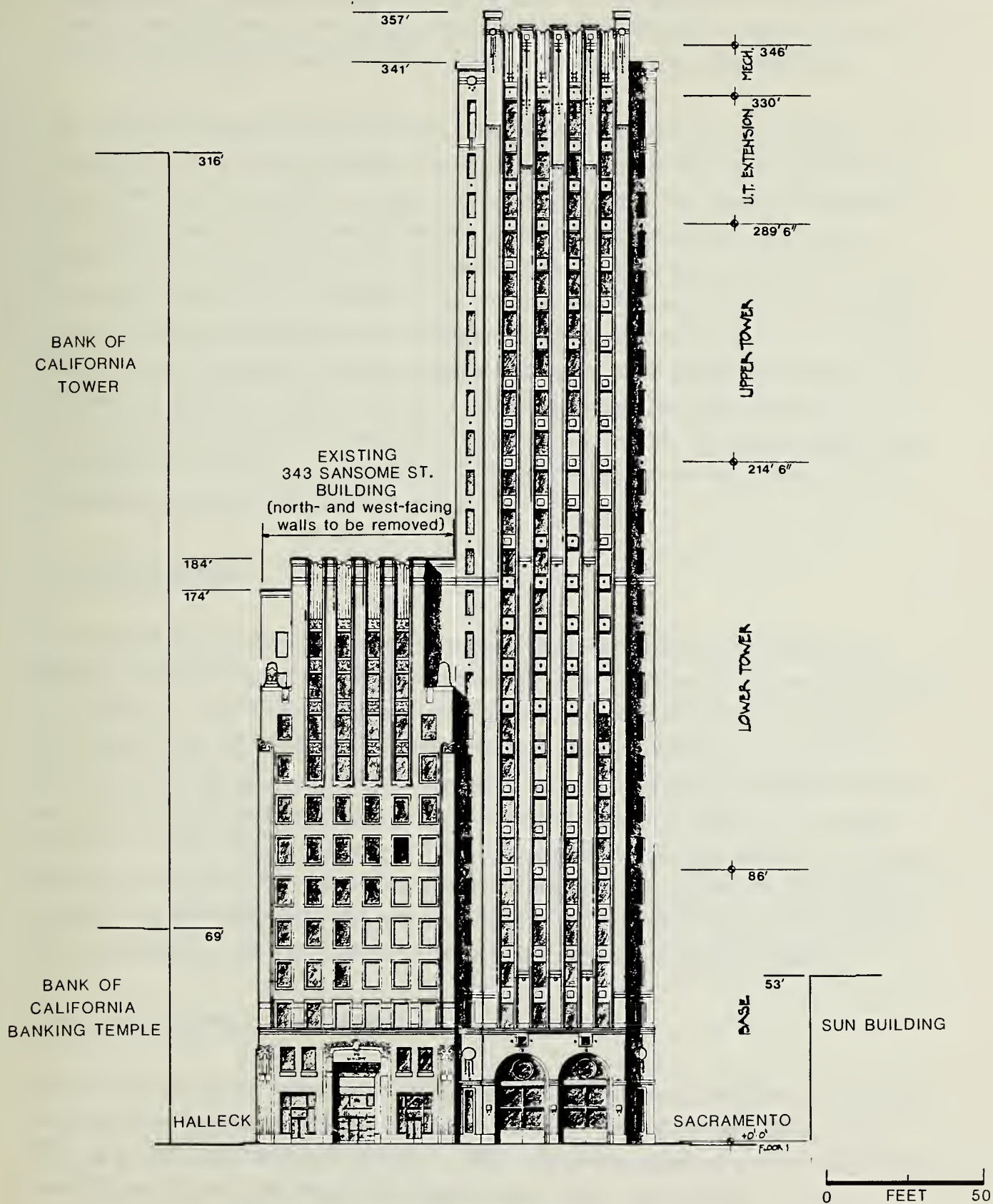


**343 SANSOME**  
SAN FRANCISCO CALIFORNIA

SOURCE: ESA

**FIGURE 1**  
**SITE AND VICINITY**





**343 SANSOME**  
SAN FRANCISCO CALIFORNIA

SOURCE: JOHN BURGEE ARCHITECTS  
WITH PHILIP JOHNSON

FIGURE 2  
SANSOME ST. ELEVATION





The 23,901-sq.-ft. site includes Lots 2, 24, 27 and 28 of Assessor's Block 239, in the financial district (see Figure 1, p. 2). The site is in the C-3-0 (Downtown Office) Use District, and the 300-S Height and Bulk District. The basic allowable FAR is 9:1.

The site is occupied by three structures. The 13-story 343 Sansome St. building (Lot 2) is occupied almost entirely by offices, except for a small barber shop on the ground floor; part of this building would be incorporated into the project. The one-story 345 Sansome St. office building at the corner of Sansome and Sacramento Sts. (Lot 28) is vacant. A four-story parking garage at 525 Sacramento St. occupies the western portion of the site (Lots 24 and 27). The 345 Sansome St. building and the garage would be demolished. The two office buildings (343 and 345 Sansome St.) contain about 83,000 sq. ft. of office space: the 343 Sansome St. Building contains 75,800 sq. ft. of office space; and the 345 Sansome St. building contains 7,200 sq. ft. of office space. The parking garage (525 Sacramento St.) contains about 43,000 sq. ft. (210 spaces). The project would thus add 258,500 net new sq. ft. of office and 8,500 net new sq. ft. of retail to the site and would decrease parking by about 60 spaces.

## II. INTRODUCTION

A tiered EIR will be prepared for the proposed 343 Sansome St. project pursuant to Sections 21093 and 21094 of the Public Resources Code, California Environmental Quality Act (CEQA). The EIR will be tiered from the Downtown Plan EIR (EE81.3, Final EIR, certified October 18, 1984) and will analyze project-specific impacts. The EIR will discuss potentially significant effects that were not examined in the Downtown Plan EIR and will include applicable mitigation measures for site specific effects. Cumulative impacts of the development forecast in the C-3 districts to the year 2000 are addressed in the Downtown Plan EIR. That cumulative analysis will not be repeated in the EIR for this project. The Downtown Plan EIR may be examined at the Department of City Planning, 450 McAllister St.; the San Francisco Main Library; and various branch libraries.

### Tiered Environmental Impact Report

Where a prior environmental impact report has been prepared and certified for a program, plan, policy or ordinance, the lead agency for a later project that meets the specified requirements is required (as of January 1, 1986) to examine significant effects of the later project upon the environment, with exceptions, by using a tiered report.



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Agencies are required to tier EIRs which they prepare for separate but related projects including general plans, zoning changes and development projects, in order to avoid repetitive discussions of the same issues in successive EIRs and ensure that EIRs prepared for later projects which are consistent with a previously approved policy, plan, program, or ordinance concentrate on environmental effects which may be mitigated or avoided in connection with the decision on each later project. Tiering is appropriate when it helps a public agency to focus on the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous environmental impact reports. Environmental impact reports shall be tiered wherever feasible, as determined by the lead agency.

The law directs that where a prior EIR has been prepared and certified as noted above, the lead agency shall examine significant effects of the later project on the environment by using a tiered EIR, except that the report on the later project need not examine those effects which were either mitigated or avoided as a result of the prior EIR, or examined at a sufficient level of detail in the prior EIR to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

The Initial Study is to assist the lead agency in making the determinations required for tiering.

### III. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

#### A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed project is examined in this Initial Study to identify potential effects on the environment. The cumulative impacts of growth in the C-3 districts to the year 2000 were adequately analyzed in the Downtown Plan EIR. The analysis of cumulative impacts remains current and valid and the determination during certification of that EIR regarding significant effects remains unchanged. Some project-specific potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). They include: the relationship of the project to the Master Plan including the Downtown Plan, and the Planning Code including Article 11 regarding preservation of historic structures; urban design; visual quality; construction noise; project-related transportation; traffic-generated air quality effects; shadow; wind; project-related employment; and cultural resources (archaeology).





## B. EFFECTS FOUND TO BE INSIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items require no further environmental analysis in the EIR:

Land Use: The proposed office and retail uses are principal permitted uses in the C-3-O District; the project would be compatible with existing and proposed development in the vicinity; it would continue and intensify uses now existing on the site.

Glare: Mirrored glass would not be used (see the mitigation measure on p. 26).

Housing: The project would comply with the Office Affordable Housing Production Program Ordinance. Cumulative and indirect effects including those of the project are addressed in the EIR prepared for the Downtown Plan.

Operational Noise: After completion, building operation and project-related traffic would not perceptibly increase noise levels in the site vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance and the project would conform to the Noise Guidelines of the Environmental Protection Element of the Master Plan.

Construction Air Quality: Project construction would have short-term impacts on air quality in the site vicinity. Mitigation measures to reduce particulate and hydrocarbon emissions generated during construction activities are included as part of the project (see p. 26).

Utilities/Public Services: The project would increase the demand for utilities and public services but would not require additional personnel or equipment.

Biology: The project site is completely developed; therefore, the project would not affect vegetation or wildlife.

Geology/Topography: A preliminary geotechnical investigation has been made for the project, and a final detailed geotechnical report would be prepared prior to commencement of construction, by a California-licensed geologic engineer. The project sponsor and contractor would follow the recommendations of the final report regarding



any excavation and construction for the project. Measures to mitigate potential impacts associated with excavation and dewatering are included as part of the project (see pp. 26-27).

Water: The project would use an average of about 21,700 gallons of water per day. The site is completely covered by impervious surfaces; therefore, the project would not affect drainage patterns or water quality. See also the measures referenced above to mitigate potential impacts of dewatering and excavation.

Energy/Natural Resources: The project would be designed to comply with performance standards of Title 24 of the California Administrative Code. Its annual energy budget would be about 160,000 Btu per sq. ft. Peak electrical energy and natural gas use would coincide with PG&E's systemwide peaks. Cumulative and indirect effects including those of the project are addressed in the EIR prepared for the Downtown Plan. Energy mitigation measures would be included as part of the project (see pp. 27-28).

Hazards: The project would not create a health hazard or be affected by hazardous uses. Mitigation measures to assure project compliance with the City's Emergency Response Plan are included in the project (see p. 29).

A. <u>COMPATIBILITY WITH EXISTING ZONING AND PLANS</u>	Not Applicable	<u>Discussed</u>
*1) Discuss any variances, special authorization, or changes proposed to the City Planning Code or Zoning Map, if applicable.	—	<u>X</u>
*2) Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	—	<u>X</u>
*3) Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>X</u>	—

The Downtown Plan, and the Planning Code sections implementing it, contain controls of the scale, intensity, and location of growth in downtown San Francisco; architectural preservation; open space; sunlight access; wind; and transportation.

\* Derived from State EIR Guidelines, Appendix G, normally significant effect.





The project would be consistent with the Downtown Plan (with allowable exceptions – see below) and the zoning for the site, and would thus meet this requirement for a tiered EIR. The project would require an exception to the bulk limits to exceed the maximum diagonal dimensions at both the upper and lower tower portions of the building and to exceed the maximum length dimension at the upper tower.

The project would require a major alteration permit to alter the 343 Sansome Building pursuant to Section 1111.6(b)1-7 of the City Planning Code. The project would require approval under Sections 309 and 321 of the City Planning Code.

The project's relationship to the Downtown Plan and Planning Code will be discussed in the EIR.

The project would not conflict with adopted environmental plans or goals.

B. ENVIRONMENTAL EFFECTS.

Yes No Discussed

1) Land Use. Could the project:

- \* (a) Disrupt the physical arrangement of an established community?
- (b) Have any substantial impact upon the existing character of the vicinity?

___	<u>X</u>	<u>X</u>
___	<u>X</u>	<u>X</u>

The project site is located in the City's financial district, an area characterized by office buildings of various ages and sizes. Upper floors of structures are generally office with ground floors containing banking, office-support retail, and parking. The project would replace existing office and retail uses at the site with similar uses, at a greater intensity, except that the number of parking spaces at the site would be reduced.

Section 210.3 of the City Planning Code states that the C-3-0 (Downtown Office) District, "playing a leading role in finance corporate headquarters and service industries, and serving as an employment center for the region, consists primarily of high quality office development." The project would be compatible with the C-3-0 land use designation.

Land use in the site vicinity consists predominantly of office use with some ground-level retail use, parking lots and structures, and some residential buildings/hotels. The Embarcadero Center West development, an approximately 1,110,500-sq.-ft. office, retail



and hotel development on three parcels to the east, fronting Battery St. and one block northeast of the site has been approved by the City Planning Commission. Buildings under construction in the site vicinity include the 505 Montgomery and 456 Montgomery buildings, at the southeast and northwest corners of the intersection of Montgomery and Sacramento Sts.; and the 47-story 345 California building, about one block southeast of the site. Part of Embarcadero Center West is under construction at the northwest corner of Halleck and Battery Sts. Projects recently completed in the site vicinity include the Bank of Canton headquarters building one block northwest of the site and 580 California St., an office and retail development one block west/southwest of the site.

The nearest open space in the site vicinity is A.P. Gianninni Plaza, part of the Bank of America headquarters building, located about 600 ft. southwest of the project site. The landmark Federal Reserve Bank building, diagonally across Sansome St. from the project site, will be retained with the Embarcadero Center West development; its steps are used by workers for sitting during the noon hour. Residential uses in the project vicinity, are primarily to the northwest on Commercial and Clay Sts. and consist of three- and four-story apartment buildings and residential hotels. A PG&E building, Station J, is north of the project site at 565 Commercial St. at Leidesdorff.

The project would include new development of an office tower on three lots and incorporation of the existing building at 343 Sansome except for its north and west walls and would not change existing blocks or street grids; it would not disrupt or divide the physical arrangement of the area. The project would be similar to land uses in the site vicinity. The intensification of office uses at the site which would result from the project would continue the trend of high-rise office development in the site vicinity. In view of the above, the project would not have a substantial impact on the existing office/retail character of the vicinity. This topic does not require further analysis in the EIR.

2) <u>Visual Quality</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Have a substantial, demonstrable negative aesthetic effect?	<u>X</u>	<u>—</u>	<u>X</u>
(b) Substantially degrade or obstruct any scenic view of vista now observed from public areas?	<u>—</u>	<u>X</u>	<u>X</u>
(c) Generate obstrusive light or glare substantially impacting other properties?	<u>—</u>	<u>X</u>	<u>X</u>





The project's appearance and possible effects on views will be discussed in the EIR. Mirrored glass would not be used in the project; the building would not result in glare affecting other properties (see mitigation, p. 26). The EIR will, therefore, not discuss glare.

3) <u>Population.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Induce substantial growth or concentration of population?	—	<u>X</u>	<u>X</u>
* (b) Displace a large number of people (involving either housing or employment)?	—	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	<u>X</u>	<u>X</u>

Project specific employment information regarding number and type of employees on site, with existing conditions and with the project, will be included in the EIR.

The project would generate a demand for 100 dwelling units according to the Office Affordable Housing Projection Program formula. The project must comply with the OAHPP, Ordinance No. 358-85. Cumulative and indirect effects including those of this project are addressed, and may be found in, the Downtown Plan EIR. That analysis will not be repeated in the 343 Sansome St. EIR.

The Downtown Plan EIR concluded that population effects resulting from development in the C-3 districts under the Downtown Plan would not be significant. That conclusion would remain true with the project. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St., 6th Floor; the San Francisco Main Library; and various branch libraries.

4) <u>Transportation/Circulation.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	—	<u>X</u>	<u>X</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	—	<u>X</u>	<u>X</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	<u>X</u>	<u>X</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	—	<u>X</u>



Increased employment at the site would increase demand on existing transportation systems. The number of pedestrians in the area would also increase. The project would not alter existing circulation patterns except during construction; its effects on circulation during construction will be discussed in the EIR. The project would decrease the number of parking spaces on the site from about 200 to about 150 and would move the parking entrance from Sacramento St. to Halleck St., and therefore, localized traffic impacts from the project are not expected to be worse with the project than with existing conditions. However, localized transportation impacts of the project will be analyzed in the EIR.

The cumulative transportation effects of development in the C-3 districts including the project are analyzed in the Downtown Plan EIR. The Planning Commission in certifying the Downtown Plan EIR determined that cumulative transportation impacts would have a significant impact. The cumulative analysis in the Downtown Plan regarding transportation will be incorporated by reference into the 343 Sansome St. EIR, and the project effects in relation to cumulative impacts will be discussed. The analysis in the Downtown Plan EIR remains current regarding future and project conditions.

5) <u>Noise.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Increase substantially the ambient noise levels for adjoining areas?	—	<u>X</u>	<u>X</u>
(b) Violate Title 25 Noise Insulation Standards, if applicable?	—	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	—	<u>X</u>	<u>X</u>

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. Project construction noise and its possible effects on sensitive receptors will be addressed in the EIR.

The noise environment of the site, like all of downtown San Francisco, is dominated by vehicular traffic noise. The Downtown Plan EIR indicates a day-night average noise level (Ldn) of 72 dBA on Sansome St. and 73 dBA on Sacramento St. adjacent to the site in 1984./1,2/ The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For office uses, the guidelines recommend no special noise control measures in an exterior noise environment up to an Ldn of 70 dBA. For noise levels of 75 dBA and above, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has indicated that noise





insulation measures would be included as part of the design (see mitigation, p. 26). The proposed structure would not include housing, so Title 25 Noise Standards would not be applicable.

Project operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by one dBA or less. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project./3/

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within a C-3-0 district. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment noise would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area; operational noise requires no further analysis and will not be included in the EIR.

#### NOTES – Noise

/1/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR), EE81.3, certified October 18, 1984, Vol. 1, Table IV.J.2.

/2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

/3/ See Downtown Plan EIR, Vol. 1, Continuous Section IV.E. generally and Section IV.J., pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also FHWA Highway Traffic Noise



Prediction Model, Report #FHWA-RD-77-108, December 1978, p. 8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.)

6) <u>Air Quality/Climate.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	<u>X**</u>	<u>X</u>
* (b) Expose sensitive receptors to substantial pollutant concentrations?	—	<u>X</u>	<u>X</u>
(c) Permeate its vicinity with objectionable odors?	—	<u>X</u>	—
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	—	<u>X</u>

Demolition, grading and other construction activities would temporarily affect local air quality for about two years, causing a temporary increase in particulate dust and other pollutants. Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 ft. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50% (see p. 26).

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of exceedances of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see p. 26). Construction air quality effects require no further analysis.

The cumulative effects on air quality of traffic emissions from traffic generated by development in the C-3 districts including the project are analyzed in the Downtown Plan

\*\* The site-specific traffic impacts created by this project are not expected to be significant, as noted in the earlier discussion. However, the localized air quality effects of the project will be discussed in the EIR.





EIR. The Planning Commission in certifying the Downtown Plan EIR determined that cumulative air quality impacts would have a significant impact. The cumulative analysis in the Downtown Plan EIR regarding air quality will be incorporated by reference and the project effects in relation to cumulative effects will be discussed. The analysis and conclusions of the Downtown Plan EIR remain current regarding future and project conditions.

Potential shadowing impacts of the project on sidewalks, parks and other open spaces will be discussed in the EIR. The analysis will include sun path and shadow diagrams.

Section 148 of the Planning Code establishes comfort criteria of 11 mph equivalent wind speed for pedestrian areas and 7 mph for seating areas, not to be exceeded more than 10% of the time, year-round between 7:00 a.m. and 6:00 p.m. Project wind effects including the results of wind tunnel testing, and the effects of the project in relation to the Downtown Plan criteria will be discussed in the project EIR.

7) <u>Utilities/Public Services.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Breach published national, state or local standards relating to solid waste or litter control?	—	<u>X</u>	—
* (b) Extend a sewer trunk line with capacity to serve new development?	—	<u>X</u>	<u>X</u>
(c) Substantially increase demand for schools, recreation or other public facilities?	—	<u>X</u>	<u>X</u>
(d) Require major expansion of power, water, or communications facilities?	—	<u>X</u>	<u>X</u>

The Downtown Plan EIR concluded that demand for utilities and public services resulting from development in the C-3 districts under the Downtown Plan would not be significant. The project would fall within this development forecast. The Downtown Plan EIR analysis remains current and valid for future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St., 6th Floor; the San Francisco Main Library and various branch libraries. This topic requires no further analysis in the EIR.

8) <u>Biology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	<u>X</u>	—
* (b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	<u>X</u>
(c) Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	—



The site is covered by impervious surfaces. The project would not affect plant or animal habitats. This topic will not be discussed in the EIR.

9) <u>Geology/Topography.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion, and liquefaction)?	___	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	___	<u>X</u>	___

The project site is at about four ft., San Francisco Datum (SFD)./1/ Soils at the site are composed of sandy Bay fill, which is underlain by weak Bay deposits./2/ Groundwater levels were encountered at about ten feet below the ground surface./2/

Excavation for the project foundations and parking garage would be conducted to a depth which has not been determined for the three proposed subsurface parking levels. Excavation depth would be, at maximum, to about 30 feet below grade or -26 feet, SFD. This would be about 18 ft. below existing basements. A driven pile foundation would probably be required./2/ Dewatering would be required during excavation, especially in the area of pile caps. Dewatering could cause some settlement of nearby buildings. The project would include measures to mitigate this potential impact (see p. 29). Additionally, lowering of the local water table by project dewatering could result in rotting of wooden piles in the site vicinity. Older buildings which may have wooden pile or plank foundations and could be affected by this include the 343 Sansome Building, Bank of California building south of Halleck St., and several buildings north of Sacramento St. A measure to mitigate such an impact would be included as part of the project (see p. 29).

Pit walls would be shored up to prevent lateral movement during excavation. Adjacent structures might need to be underpinned, should excavation go below the base of their foundations, to avoid such damage as cracking of walls or foundations or sagging of floors. The building contractor must comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency. Pre-construction surveys of adjacent streets and buildings would be conducted if so recommended in the final soils report and would determine what measures, if any, would be needed to protect these structures.





Bay mud is a low quality foundation supporting soil. To avoid building settlement and similar problems encountered when building on Bay mud, the project foundations would include use of precast concrete piles driven to dense sands below the Bay mud to support the structure. Vibration and noise effects of the pile driving on adjacent uses will be addressed in the EIR.

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of Downtown, and the Hayward and Calaveras Faults, about 15 and 30 miles east of Downtown, respectively. The project area would experience Very Strong (Intensity Level C, masonry badly cracked with occasional collapse, frame buildings lurched when on weak underpinning with occasional collapse) groundshaking during a major earthquake./3/ The site is within an area of liquefaction or subsidence./4/ It is not within an area of potential tsunami or seiche flooding./5/

The project sponsor would follow the recommendations of structural and foundation reports to be prepared for any excavation and construction on the site. The project, including the incorporated 343 Sansome building, must meet current seismic engineering standards of the San Francisco Building Code which include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake (see also Mitigation Measures, p. 29, for the project's emergency response plan). The existing 343 Sansome St. building would be seismically upgraded by the project. Exterior masonry in-fill panels on the north- and west-facing exterior wall of this building would be removed, improving the building's seismic responsiveness by reducing its weight and stiffness. Additionally, the existing steel structure of the building would be strengthened and laterally braced, as required by the Building Code. If found to be necessary, the exterior masonry cladding of the building would be provided with additional anchoring./6/ The project would replace two buildings, 345 Sansome St. building and 525 Sacramento St. parking garage, built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage.

The project would not have a substantial effect on geology or topography, and this topic will not be discussed in the project EIR.

#### NOTES – Geology/Topography

/1/ San Francisco City Datum established the City's "0" point for surveying purposes at approximately 8.6 feet above mean sea level.



/2/ Dames & Moore, Preliminary Geotechnical Study, Proposed Office Building 343 Sansome Street, San Francisco, May 21, 1985, available for review at the Department of City Planning, Office of Environmental Review, 450 McAllister St., 6th Floor. A final report will be prepared for the project.

/3/ URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

/4/ Ibid. The project site is included within an area of liquefaction potential and in a subsidence hazard area. Liquefaction is the transformation of granular material, such as loose, wet sand, into a fluid-like state similar to quicksand. Subsidence is a lowering of the ground surface from settlement of fill or alluvium. This can occur from groundshaking, withdrawal of groundwater, or other causes.

/5/ A.W. Garcia and J.R. Houston, Type 16 Floor Insurance Study: Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound, Federal Insurance Administration, Department of Housing and Urban Development, November 1975. Maximum flood elevations for earthquake-induced tsunamis have been estimated to be about elevation -3.5 ft. for a 100-year event and 0.5 ft. for a 500-year event (elevations from San Francisco Datum, 8.64 ft. above mean sea level), both of which would be below site grade.

/6/ Charles Nichols, Dames & Moore, telephone conversation, October 18, 1985.

10) <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	—
* (b) Substantially degrade or deplete ground water recharge?	—	<u>X</u>	<u>X</u>
* (c) Cause substantial flooding, erosion or siltation?	—	<u>X</u>	—

As discussed above, the project would include excavation to depths that could be beneath the water table, and dewatering could be required. Dewatering could produce localized subsidence, which could damage streets or older buildings in the immediate site vicinity. The sponsor has agreed to measures to mitigate the effects of dewatering (see p. 29). Site runoff would drain into the City's combined sanitary and storm drainage system. The project would not affect drainage patterns or water quality because the site is now entirely covered with impermeable surfaces. No further analysis of this topic is required in the EIR.

11) <u>Energy/Natural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	<u>X</u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	<u>X</u>





Annual energy consumption by existing office and retail uses on the site is about 871,000 kWh of electricity and about 9,910 therms of steam, equal to about 9.91 billion Btu at the source. A minimal but unknown amount of energy is consumed by parking uses on the site. Natural gas is not used at the existing site./1,2/

Removal of existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 710 billion Btu of gasoline, diesel fuel, natural gas, and electricity./3/ Distributed over the estimated 50-year life of the project, this would be about 14.2 billion Btu per year, or about 25% of building energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 1, p. 19, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 1,200 kW, an estimated 0.008% of PG&E's peak load of 16,000 MW./4/ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 15,100,000 Btu per day, or about 0.4% of PG&E's peak load of about 3.7 billion Btu per day./4/ Annual and peak daily electricity and natural gas consumption are shown in Figures 3 and 4, pp. 20-21. Measures to reduce energy consumption are included as part of the project (see pp. 27-28).

Project-related transportation would cause additional, off-site energy consumption. Annual project-related trips (about 182,000 auto vehicle trip ends [vte], 189,000 bus person trip ends [pte], 17,800 train pte, 8,300 ferry pte, 16,300 jitney/van/taxi/motorcycle/charter bus pte, 221,000 BART pte, and 276,000 Muni electric pte) would require about 118,200 gallons of gasoline and diesel fuel and about 1.02 million kWh of electricity annually, as indicated in Table 2. These figures were calculated based on data contained in the Downtown Plan EIR. The total annual transportation energy demand, converted with at-source factors to a common thermal energy unit, would be about 26.1 billion Btu, the energy equivalent of 4,660 barrels of oil. This projected use is based upon the mix of highway vehicles in California in 1987. Vehicle fuel use is expected to decrease as the vehicle fleet becomes more efficient and fuel more expensive.



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TABLE 1: ESTIMATED PROJECT ENERGY USE/a/

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Daily Natural Gas Consumption/b/

Estimated natural gas consumption per sq. ft.	35.0 Btu/c/
Estimated daily natural gas consumption	122.8 Therms

Monthly Electric Consumption/b/

Estimated electrical consumption per sq. ft.	1.19 kWh (12,140 Btu)/d/
Estimated total electrical consumption	416,000 kWh (4.3 billion Btu)

Annual Consumption

Estimated total annual natural gas consumption	44,830 Therms (4.5 billion Btu)
Estimated total annual electrical consumption	5.0 million kWh (51.1 billion Btu)
Estimated total annual energy consumption	55.6 billion Btu (9,930 barrels of oil)

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/a/ Energy use includes space conditioning, service water heating and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional 3 kWh/sq. ft./yr., consumed by appliances such as typewriters, computers, coffee makers, etc., than assumed by Title 24 estimates.

/b/ Electricity and gas consumption were calculated for the project by ESA, using a standard split of 90% electrical and 10% natural gas for Title 24 calculations. These calculations are available for review at the Office of Environmental Review, 450 McAllister St., San Francisco, California.

/c/ Btu (British thermal unit): a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water 1 degree Fahrenheit (251.97 calories) at sea level.

/d/ Energy Conversion Factors:	one gallon gasoline	=	125,000 BTU
	one kilowatt (kW)	=	10,239 BTU
	one therm	=	100,000 BTU
	one barrel oil	=	5,600,000 BTU

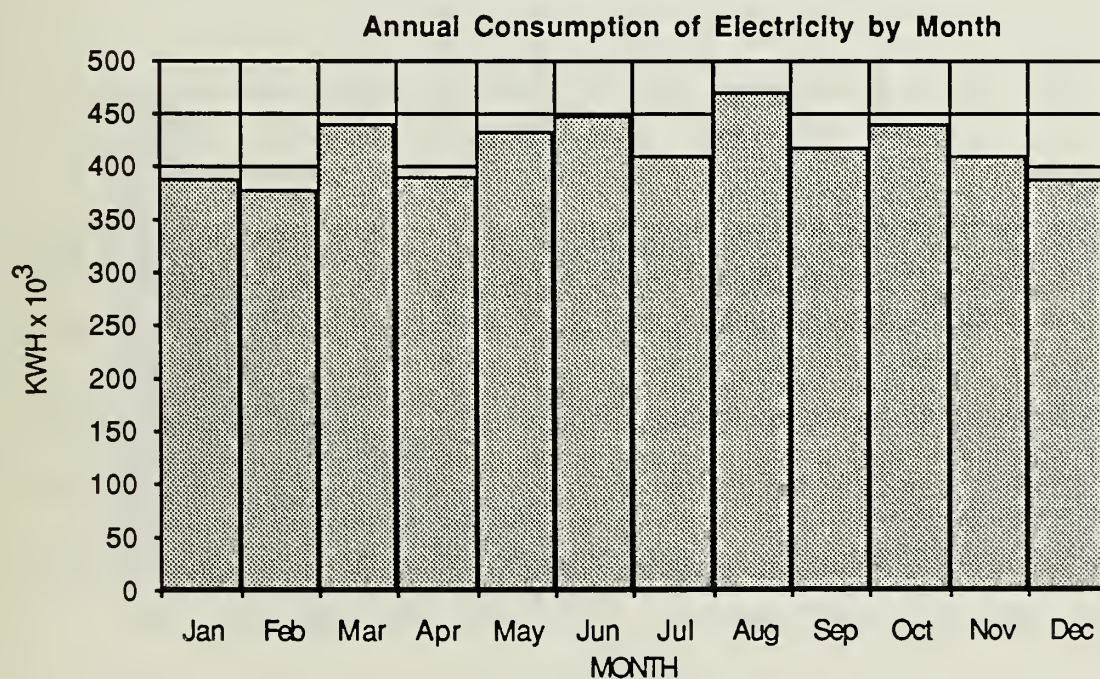
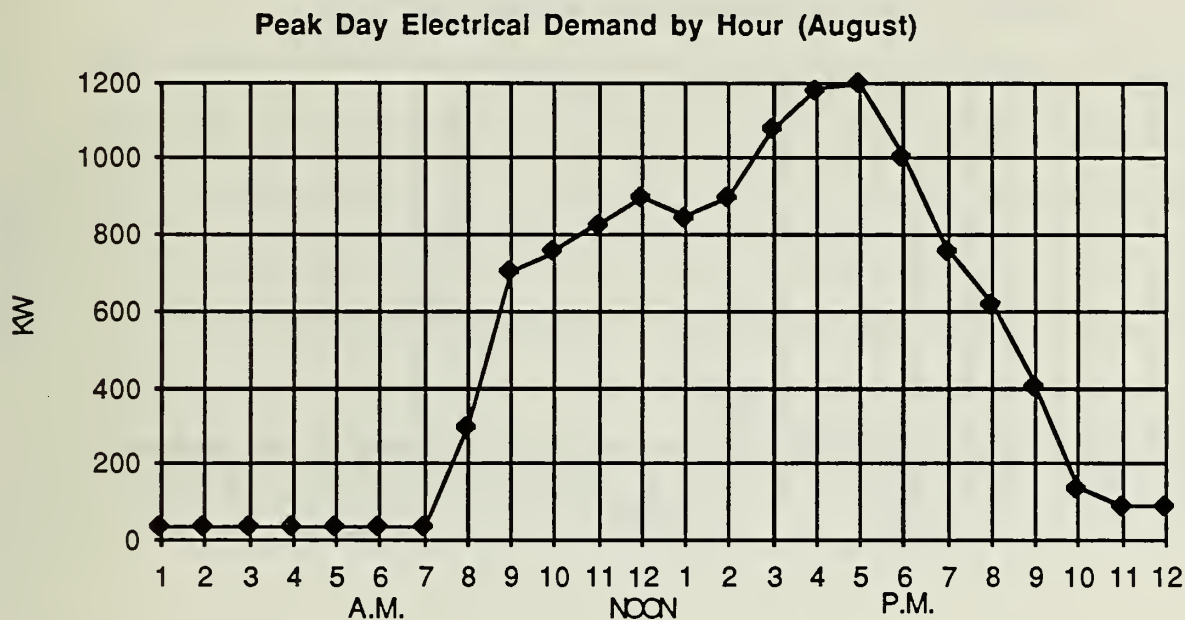
SOURCE: Environmental Science Associates, Inc. and Department of City Planning.

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Projections of electrical use for growth that would occur under the Downtown Plan, as analyzed in the Downtown Plan EIR, indicate an increase of about 330-350 million kWh per year between 1984 and 2000, as a result of all new development occurring in the C-3 district. Natural gas consumption is expected to increase by 470 million cubic feet (about five million therms) per year during the same time period, of which 210 cubic feet (about two million therms) per year would be for office uses.

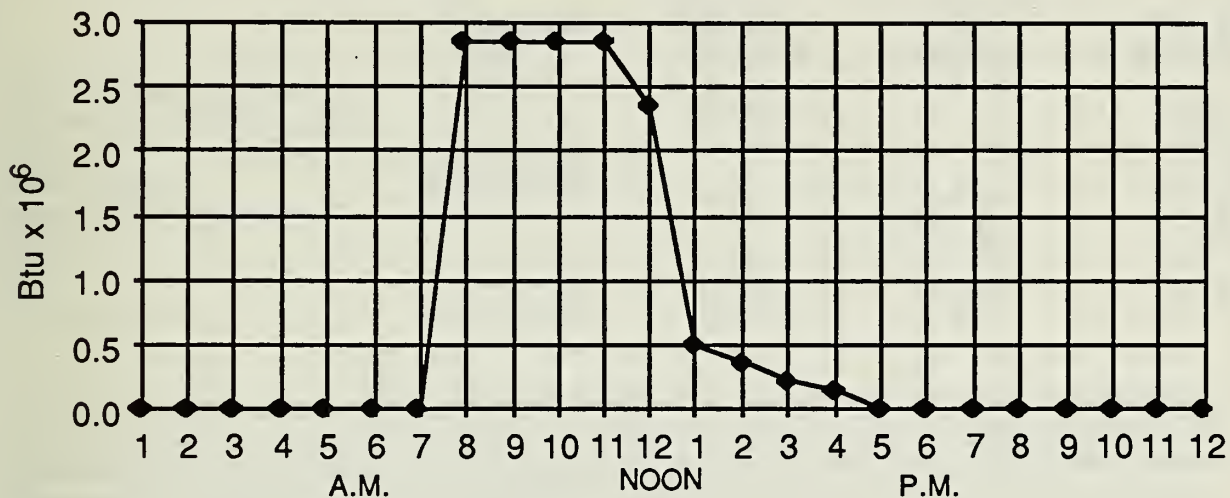




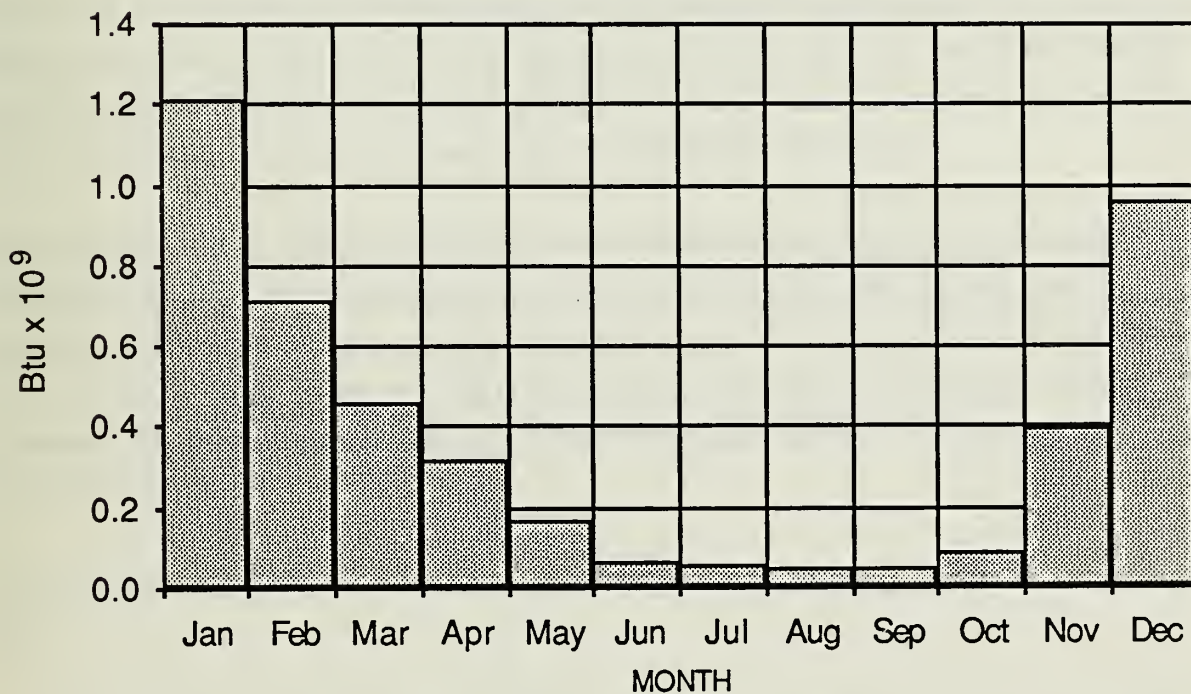




Peak Day Natural Gas Demand by Hour (January)



Annual Consumption of Natural Gas by Month



343 SANSOME  
SAN FRANCISCO CALIFORNIA

SOURCE: ESA

FIGURE 4  
PROJECTED NATURAL GAS  
DISTRIBUTION CURVES





TABLE 2: PROJECT-RELATED ANNUAL TRANSPORTATION ENERGY CONSUMPTION/1/

	Electricity (kWh)	Gasoline (Gallons)	Diesel (Gallons)	Total Btu (Millions)
Auto/Taxi/Jitney/Ferry/ Motorcycle/Charter Bus	--	94,400	--	11,800
BART	0.894 million	--	--	9,150
Muni Electric	0.130 million	--	--	1,330
Regional Bus Systems	--	--	19,700	3,150
SPRR	--	--	4,100	660
Project Total	1.02 million	94,400	23,800	26,090

/1/ The methods used to calculate these figures are described in detail in the Downtown Plan EIR, EE81.8, certified November 18, 1984, Appendix N and the associated data is contained in Table No. 6 of that document. Calculations are also based on vehicle miles travelled (see calculations for the project on file at the Department of City Planning, Office of Environmental Review, 450 McAllister St.).

SOURCE: Environmental Science Associates, Inc.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

The Downtown Plan EIR concluded that energy consumption resulting from development in the C-3 district under the Downtown Plan would not be significant and that conclusion remains valid for the future and project conditions. The Downtown Plan EIR (EE81.3, Final EIR certified October 18, 1984) may be examined at the Department of City Planning, 450 McAllister St., 6th Floor; the San Francisco Main Library; and various branch libraries.

This topic, energy impacts, requires no further analysis and will not be discussed in the EIR.

Average water use is projected to be 21,700 gallons per day. This demand could be accommodated by existing supplies. This topic will not be discussed in the EIR.



## NOTES - Energy

/1/ Existing energy use is based on PG&E customer billings for 1984; at-source thermal energy, given in British thermal units, Btu, is based on information received from PG&E, Technical Service Department, May 10, 1984.

/2/ The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level; all references to Btu in this Initial Study are at-source values. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

/3/ Hannon, B., et al., 1978, "Energy and Labor in the Construction Sector", Science 202:837-847.

/4/ San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR) (EE81.3), certified October 18, 1984, Vol. 1, pp. IV.G.3-4.

12)	<u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*	(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	—	<u>X</u>	—
*	(b) Interfere with emergency response plans or emergency evacuation plans?	—	<u>X</u>	<u>X</u>
	(c) Create a potentially substantial fire hazard?	—	<u>X</u>	<u>X</u>

The project would increase the daytime population in downtown San Francisco.

Employees in the proposed building would contribute to congestion if an emergency evacuation of the downtown area were required. An evacuation and emergency response would be developed as part of the proposed project (see p. 29). The project's emergency plan would be coordinated with the City's emergency planning activities. This mitigation measure is proposed as part of the project; thus this topic will not be discussed in the EIR.

The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would be required to conform to the Life Safety provisions of the San Francisco Building Code and Title 24 of the State Building Code. The Fire Department has determined that no additional fire stations would be needed to serve cumulative development in the site vicinity./1/ Therefore, it is not anticipated that the project would create a substantial fire hazard and this issue will not be discussed in the EIR.





NOTE - Hazards

/1/ Gerald C. Cullen, Assistant Chief, San Francisco Fire Department, letter dated May 2, 1985.

13) <u>Cultural</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	<u>—</u>	<u>X</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	<u>—</u>	<u>X</u>	<u>—</u>
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<u>X</u>	<u>—</u>	<u>X</u>

Excavation required for the project would occur in existing disturbed soils and fill and below existing basements for the three parking levels. Archival research was conducted regarding the possibility of encountering artifacts on the site./1/ The site is located Bayward of the original (1853) shoreline of San Francisco. Although no Gold Rush ships are known to exist at the site, evidence exists of such ships in the site vicinity. The old Long Wharf, at which Gold Rush vessels docked, was located about one-half block north of the site, along Commercial St. Archaeological remains from the Gold Rush and City Building Periods could exist on the site. Such a find could be considered of potential archaeological and historic significance. Cultural resources will be discussed in the EIR.

Three structures occupy the site; two of these, 345 Sansome and 525 Sacramento, would be demolished for the project. The buildings to be demolished are not designated as significant or contributory in the Downtown Plan. The Crown Zellerbach building at 343 Sansome St. on the site is a Category I building in the Downtown Plan. Category I of the Downtown Plan includes buildings considered significant based on architectural merit. Portions of this building would be incorporated into the project. The Commercial-Leidesdorff Conservation District in the Downtown Plan, designated by Article 11 of the City Planning Code, faces the site across Sacramento St. The project site is outside this conservation district.

The project would remove the north- and west-facing exterior walls of the 343 Sansome building, designated as a Category I building. The south and east facades, interior structure, and exterior design elements of the building would remain. Removal of the



north- and west-facing exterior walls which have masonry in-fill panels would improve the seismic response of the building by reducing its weight and stiffness./2/ The existing floors of the 343 Sansome building would be retained and would be continuous with the floors of the new building. The 343 Sansome building would be structurally strengthened and would receive lateral bracing from the new project building, to improve its seismic responsiveness./2/ Under Article 11 of the City Planning Code implementing the Downtown Plan, the project sponsor must submit an application for a major alteration permit, which would be reviewed by the Landmarks Preservation Advisory Board (LPAB) and the Director of the Department of City Planning. The Director would make a recommendation on the application and present this recommendation to the City Planning Commission, which is responsible for the final decision on the permit. In general, major alterations to significant buildings are allowable under Article 11 only if the alteration would not damage or destroy distinguishing characteristics of the building and would preserve the architectural integrity of the structure. Architectural, historic and cultural resources will be discussed in the EIR.

NOTE – Cultural

/1/ Mason Tillman Associates, August 30, 1985, 343 Sansome Street Project, Archival Report. This report is on file and available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St., 6th Floor.

/2/ Robinson, Mills, & Williams, Architects, Rehabilitation Study, 343 Sansome Street, San Francisco, California, June 1, 1984. This report is on file and available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St., 6th Floor.

C. OTHER

Yes No Discussed

Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?

\_\_\_ X \_\_\_

D. MITIGATION MEASURES

Yes No N/A Discussed

1) If any significant effects have been identified, are there ways to mitigate them?

X \_\_\_ \_\_\_ X

2) Are all mitigation measures identified above included in the project?

X \_\_\_ \_\_\_ \_\_\_

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures





and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

#### Visual Quality

- In order to reduce obstrusive light or glare, the project sponsor would not use mirrored glass on the building.

#### Noise – Project Operation

- As recommended by the Environmental Protection Element of the San Francisco Master Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building. For example, such design features could include fixed windows and climate control.

#### Construction Air Quality

- The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other materials; cover trucks hauling debris, soils, sand or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce TSP emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants by such means as a prohibition on idling of motors when equipment is not in use or trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of a construction period.

#### Geology/Topography

- A detailed foundation and structural design study would be conducted for the building by a California-licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design, excavation and construction of the project.



- If dewatering were necessary, any groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Cost for the survey and any necessary repairs to service under the street would be borne by the project sponsor.
- If dewatering is undertaken for the project, the groundwater level in the site vicinity should be monitored. If lowering of the groundwater table were to threaten wooden pile foundations, groundwater recharge would be used to stabilize the groundwater level.

#### Water Quality

- See the second measure under Geology/Topography, above, for mitigation proposed to prevent sediment from entering storm sewers.

#### Energy

##### Proposed as Part of the Project

- The project would comply with guidelines of Title 24 of the California Administrative Code.





- A variable-air-volume air conditioning system would control the volume of conditioned air so that the building would maintain a comfortable temperature, efficiently.
- Fluorescent lights with parabolic diffusers would be used to conserve energy and reduce glare. Return air diffuser slots in light fixtures would reduce air conditioning loads by removing part of the heat generated by light fixtures. Whenever possible, office suites would be equipped with individualized light switches, and timeclock operation to conserve electrical energy.
- Natural gas would be used for space and water heating.
- An airside cooler would be used for cooling whenever the outside air is below building temperature.
- A water economizer cycle system using condenser water to generate chilled water would be installed, so that in hot weather the heat exchangers would cool the water without using excessive amounts of electricity.
- The project would incorporate low-flow plumbing to conserve electricity.
- A carbon monoxide monitoring system would control garage ventilation to avoid unnecessary operations of fans.

#### Other Measure(s)

- The sponsor is considering performing a thorough energy audit of the structure's actual energy use after the first year of occupancy and implementing all cost effective alterations to the structure's energy system identified in the audit. Results of the audit would be made available to the City. The decision whether to implement this measure would be made after completion of the building when energy use could be accurately measured and a determination of efficiency of energy consumption could be made. If it is determined that the dollar amount of energy savings that could be achieved through the alterations would cover the cost of installation, then this measure would be implemented by the sponsor.



## Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.
- To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

### E. MANDATORY FINDINGS OF SIGNIFICANCE

Yes   No   Discussed

- |   |          |          |          |
|---|----------|----------|----------|
| *1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history? | —        | <u>X</u> | —        |
| *2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?   | —        | <u>X</u> | —        |
| *3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)  | <u>X</u> | —        | <u>X</u> |
| *4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?   | —        | <u>X</u> | —        |
| *5) Is there a serious public controversy concerning the possible environmental effect of the project?  | —        | <u>X</u> | —        |

The project would contribute to cumulative impacts in the areas of transportation and air quality. The EIR will incorporate by reference the analyses for air quality and transportation contained in the Downtown Plan EIR. Those analyses remain current for future and project conditions.





F. DETERMINATION THAT A TIERED EIR IS REQUIRED

In light of the discussion in this Initial Study, a tiered EIR is required for this project pursuant to the requirements of Section 21094(b) as follows:

1. The project would be consistent with the Downtown Plan, policies and ordinances for which a Final EIR (EE81.3) was certified October 18, 1984;
2. The project would be consistent with applicable local land use plans and zoning pursuant to the Downtown Plan and Planning Code, with allowable exceptions; and,
3. Section 21166 does not apply.

G. ON THE BASIS OF THIS INITIAL STUDY

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers \_\_\_ in the discussion, have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and a tiered ENVIRONMENTAL IMPACT REPORT is required.

*Barbara W. Sahm*

Barbara W. Sahm  
Environmental Review Officer

for

Dean L. Macris  
Director of Planning

Date: 3/12/86



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Sierra Club  
Becky Evans

South of Market Alliance

South of Market Association  
EOC Office  
L. Meyerzove, Chair





Tenants and Owners Development Corp.  
John Elberling

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Council of Community Housing  
Organizations

#### ADJACENT PROPERTY OWNERS

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c/o David Nicholls

Hung on Tong Society

Lurie Co.

Two Embarcadero Center West  
c/o Rockefeller Center Development  
Corporation

350 Sansome Associates  
Vivico Partnership

Pacific Gas & Electric Company

Bank of Tokyo of California  
c/o California First Bank

Bank of California, N.A.

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E. Cahill Maloney

The Sun Reporter

Tenderloin Times  
Rob Waters

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